

Stats. **NORDDEUTSCHER LLOYD.** BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO	ON
HALES, GRNOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ LUDWIG" (Capt. F. v. B. 1830)	WEDNESDAY, 23rd Dec., at Noon.	
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BULO" (Capt. H. Forster (T. 1030))	About WEDNESDAY, 23rd Dec.	
MANILA, YAP, MARONN, NEW GUINEA, SAMARAI, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ" (Capt. H. Regener (T. 675))	SATURDAY, 31st Dec., at Daylight.	
OOB and YOKOHAMA	"PRINZ WALDEMAR" (Capt. F. Isacke (T. 6100))	About TUESDAY, 10th January.	

All the steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefonen.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

KELCHERS & CO.,

GENERAL AGENTS, HONGKONG.

Hongkong, 17th December, 1910.

To Let.

TO LET.

A HOUSE in KNUTSFORD TERRACE. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 8th November, 1910. [70]

TO LET.

21, CONDUIT RD., CLIFTON GARDENS. 1 & 2, BOWEN ROAD, lately occupied as Artillery Officers' Quarters. Suitable for Boarding House. GODOWNS, 151 to 155, PRAYA EAST. OFFICES, No. 2, CONNAUGHT ROAD 1st Floor. A HOUSE in WONG-MEI-CHONG ROAD, OFFICES in YORK BUILDING, No. 10, DES VŒUX ROAD CENTRAL, 1st Floor. SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door. Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 2nd November, 1910. [59]

TO LET.

GODOWN No. 54, DUNDRELL STREET. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st July, 1910. [61]

Intimation

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS:

7.00 a.m. to 10.00 a.m. Every 10 minutes. 10.00 a.m. to 11.00 a.m. Every 15 minutes. 11.00 a.m. to 12.45 p.m. Every 15 minutes. 12.45 p.m. to 1.15 p.m. Every 10 minutes. 1.15 p.m. to 1.45 p.m. Every 15 minutes. 1.45 p.m. to 2.15 p.m. Every 10 minutes. 2.15 p.m. to 3.00 p.m. Every 15 minutes. 3.00 p.m. to 5.00 p.m. Every 15 minutes. 5.00 p.m. to 5.45 p.m. Every 15 minutes. NIGHT CARS. 5.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour. SUNDAYS. 8.00 a.m. to 9.00 a.m. Every 15 minutes. 9.00 a.m. to 9.30 a.m. Every 10 minutes. 9.30 a.m. to 10.30 a.m. Every 15 minutes. 10.30 a.m. to 11.00 a.m. Every 10 minutes. 11.00 a.m. to 12.00 noon. Every 15 minutes. 12.00 noon to 1.00 p.m. Every 10 minutes. 1.00 p.m. to 2.00 p.m. Every 15 minutes. 2.00 p.m. to 3.00 p.m. Every 10 minutes. 3.00 p.m. to 5.00 p.m. Every 15 minutes. 5.00 p.m. to 5.45 p.m. Every 15 minutes. NIGHT CARS as on Week Days. SATURDAYS. Extra cars at 1.15 p.m., 11.30 p.m. and 11.45 p.m. SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vœux Road Central. JOHN D. HUMPHREYS & SON, General Managers, Messageries, 1st April, 1909. [60]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address: "DOCK," Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A.I., and Watkins's.

DRY DOCK DEPARTMENT:—Telephones: Nos. 376, 596, or 681.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance 80 "	Width of Entrance 50 "	Width of Entrance 63 "
Water on Blocks 28 "	Water on Blocks 26 "	Water on Blocks 21.5 "

Mooring basin 600 feet x 100 feet x 15 feet deep.

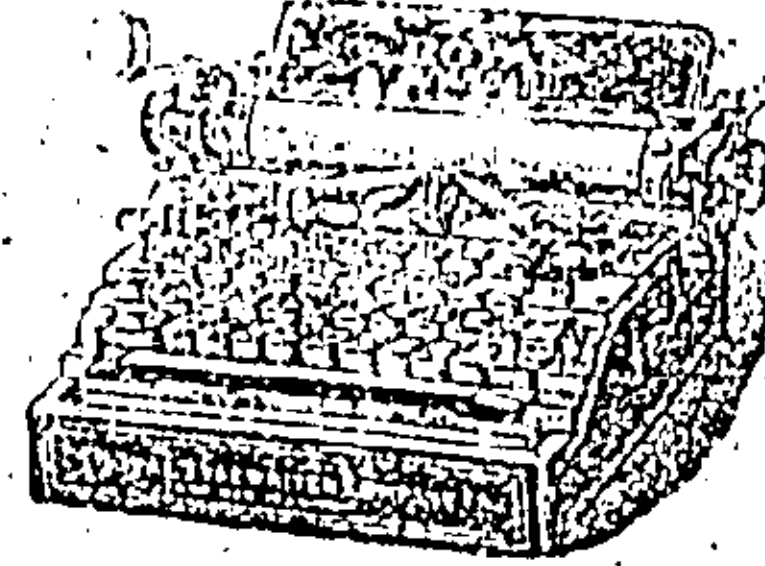
EVERY description of repair work is undertaken. A large assortment of material including tail shafts and keels, 25 powerful low boats, floating derrick to lift 45 tons pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

Telephones: Midoricho Office 533, or 575, Customs Branch Office 1331, Takashimicho Office 291, or 2050, Inland Office 2151.

106 buildings, principally of brick and steel, 355 entrances, 13 buildings are private bonded warehouses. Floor area 73,311 square yards or 5,145 acres. Direct water (to wharves) 2.36 miles in length, part having a depth of 25 feet at low water, suitable for steamers discharging direct into wharves. Railway siding with direct connection to the Government railways. Use of 45 tons derrick, tugs, launchers, etc. Customhouse brokerage and insurance undertaken. Rates moderate.

Yokohama, October 18th, 1910. [33]



FREE TRIAL.

TRY THE

ROYAL STANDARD TYPEWRITER

(VISIBLE)

Cost \$165 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 482 and the machine

will be at your office for free trial.

Repair to any Make of

TYPEWRITERS.

GRAMAPHONES,

AND

SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

TYPEWRITERS

FOR HIRE.

DRAGON CYCLE

DEPOT

GREEN ISLAND CEMENT COMPANY

LIMITED.

PORTLAND CEMENT.

In Casks of 975 lbs. net.

In Bags of 250 lbs. net.

SHEWAN TOMES & CO., General Managers.

Hongkong, 15th August, 1910. [41]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP \$1,450,000)

Loans on Mortgage of House Property, & Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEES, EXECUTOR OF WILLS, ATTORNEY, &c., Underwritten and Executed. SHEWAN, TOMES & CO., General Managers. Hongkong, 15th March, 1910. [41]

F. BLACKHEAD & Co., SHIP-CHANDLERS, SAILMAKERS COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG, SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJENS' GENUINE COMPOSITION "RED HAND" BRAND, HARTMANN'S GREY PAINT DAHLER'S PATENT MOTOR LAUNCHES, &c. &c. &c.

SOLE AGENTS FOR FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR BOOTHS WHISKY, &c.

ALWAYS IN STOCK AT REASONABLE PRICES.

EVERY KIND OF SHIP'S STORES AND REQUISITES

Wharf 22, 1st March, 1909. [40]

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms.

458.

LAU PING KEE.

DEALER IN USED POSTAGE STAMPS AND PICTORIAL POST CARDS.

HAS also a Large Assortment of XMAS and NEW YEAR CARDS in Stock. Prices Moderate.

MONEY CHANGER.

No. 10, Queen's Road Central, Hongkong, 3rd November, 1910. [687]

HUNG ON & Co., SHOW ROOM AND STORE

at the Premises formerly occupied by A. CHEE & Co., 17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND FURNITURE IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver Plated, Glass and Iron Wares of all descriptions, always on hand, for sale or on hire at moderate rates. Hongkong, 1st June, 1910. [419]

RUBBER ESTATE RETURNS.

	Nov.	Jan.	Nov.
Allagar	8,515	3,850	3,877
Alor Pongau	2,501		151.8
Alor Gajah		3.0	1.072
Alma	1,200	1,300	7,350
Anglo Malay	61,250		5,547
Ayer Kuning	401		2,586
Ayer Molek	1,031		18,838
Ayer Panas	1,205	2.00	7,705
Baligowis	8,481	9,959	91,817
Batak Rabbt	1,728		5,503
Banteng	4.8.0		24,127
Batu Caves	15,572		219,612
Batu Tiga	11,251		75,122
Berom	1,100	1,500	2,600
Bertam			83,893
Bikam	3,331		20,01
Birch	1.7.8		7,610
Bukit Kajang	5,664	7,831	48,991
Bukit Rajah			308,905
Bukit Litang	4,757	6,100	40,810
Bukit Timah	1,257	1,246	6,574
Bukit K. B.	691		2,95
Bukit Chelaka	4,020		4,000
Carey United	10,250	0.50	07,050
Castlefield			31,68
Changkat Serdang	2,055		29,544
Changkat Salak	2.3.4	1,939	11,391
Cheng	9.5	1,100	3,045
Citely	15,120	15.3.8	124,725
Consolidated Malay			10,920
Caledonia	23,641		202,818
Obamou			8,774
Chersonese	2,312	3,612	16,554
Chita	503	1.4.10	2,000
Damansara			253,100
Dominion	410	915	1,555
Zellburg	8,000		6,950
Federated (Selang.)			91,318
F.M.S. Rubber	24,670	35,950	4,438
Gedong			117,100
Glenagly	2,094	2,132	19,07
Glenishel	5,317	6.0.6	40,350
Golden Hope	8.5.7		60,809
Golconda			101,416
Gula Kalumpung	12,000		32,800
Hal Koa	617		3,130
Harpender	12,512	11,703	8,645
Haytor	608	124	2,118
Headwood	1,334		6,561
High & Lowlands	48,253	49,477	457,573
Inch Kenneth	16,269	17,447	145,201
Indragiri	785		4,063
Jimah	450		552
Jugra			60,323
Jebong	21,850		185,750
Kapar Para			97,816
Kamuning	9,300	10,563	14,972
Kempsey			27,134
Kopong	5,253		31,639
Klebang	359	4.3	1,415
Kota Tinggi	5.0		4,098
Kuala Klang			16,591
Kurau	3.07		13,755
Krian Rub. Est.	4,100		29,554
Kuala Lumpur	54,570		455,755
Kuala Selangor	7,700		76,007
Labu	20,101	20,128	181,238
Lanadron	38,415	29,556	339,918
Ledbury	10,881	13,130	121,761
Linggi	82,000	82,000	251,500
London Asiatic	20,777		37,565
Malaka Pinda	512		1,194
Malacca Plant	15,000		255,000
Mandal Tekong	722	937	2,361
Merton	2,434	2,231	16,741
New Serendah	713		7,154
New Singapore	80	120	420
North Hammock			41,018
North Scotia			83,405
Padang Jawa	920		920
Pajam	3,000	4,400	29,730
Pantai		3.9	1,391
Patalong	30,620		265,541
Pegoh	5,171	6,009	41,000
Pengkalan Dorian	985	1,405	5,741
Perak Plant			98,688
Port Dickson	1,150	1,653	8,133
Radella	1,134	7,712	11,415
Rembia	1,415	1,658	9,931
Riba Rubber	7,077		54,853
Rubena	21,750		131,773
Ratanui	2,500	2,750	16,854
Rber Growers Assn.	3,977		35,230
St. Helena	173	263	1,165
Seogah	9,700	9,017	72,778
Selaba	9,000		58,108
Sungai Choh	4,550		41,017
Sungai Kapar			120,236
Sandycroft	10,469	0.155	87,706
Seafeld			135,504
Selangor			237,799
Sembawang	14,827		315,561
Sembawang	8,168	9,868	65,41
Shelford	10,000	11,000	10,301
Sore & Johore	14,421	15,621	116,007
Singapore Park	5,250	4,250	53,825
Straits Rubber	44,150		240,030
Sungai Salak	5,033		6,610
Sungai Way	10,118		47,979
Sungai Chumbr.	1,889		6,668
Seaport	870		2,616
Tambalak	970		4,125
Tanjong Mallu	800	1,700	5,970
Telik Anson	1,053		6,289
Tall Ayer	14,681		102,310
Trafalgar	318		2,61
Tremelby			33,863
Taiping	500		2,452
Old Pandan	530	574	3,885
United Singapore	2,128	2,169	15,247
United Sumatra	5,200	14,135	29,100
Vallambrosa			29,100

[All totals are calculated for the calendar year instead of the financial year, which differs with many companies.—Singapore Free Press.]

PO SING.

JEWELLER AND SILVERSMITH,

NO. 1, POTTINGER STREET.

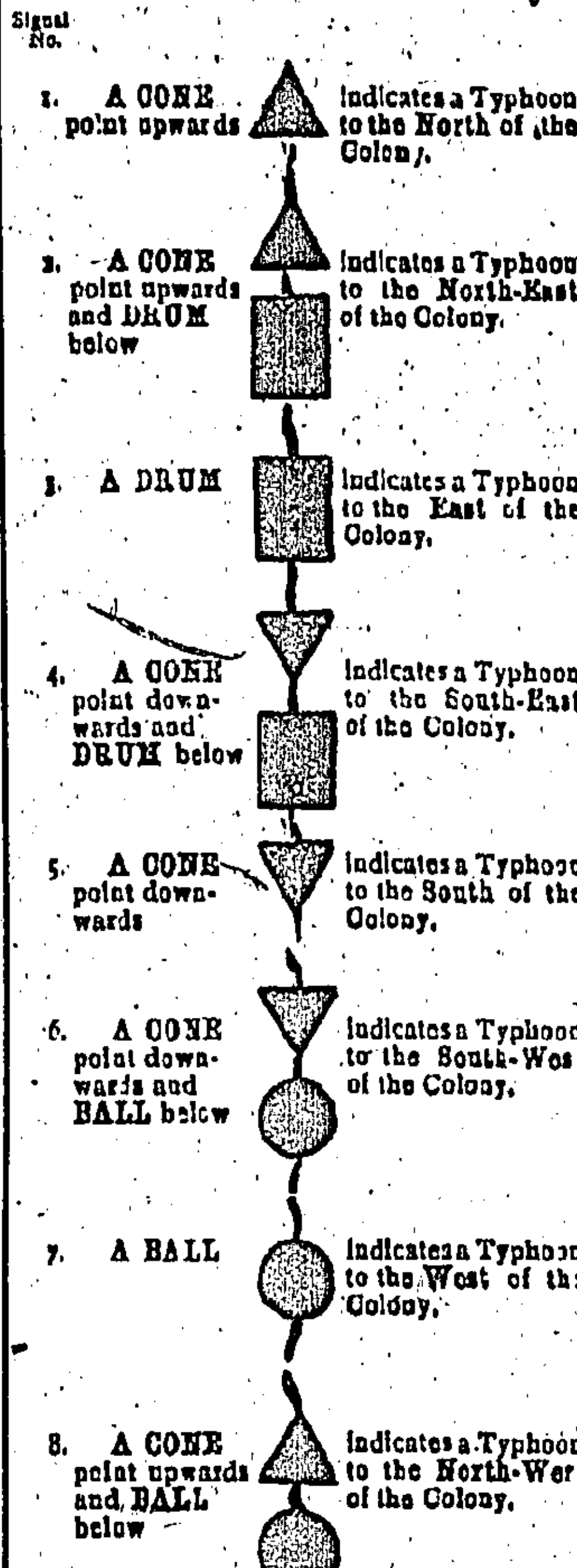
CANTONESE SILVER WORK of every description done here. Moderate Prices.

Xmas and New Year Presents in great variety and at special rates, suitable to all tastes and purses. Hongkong, 2nd November, 1910. [685]

WEATHER-FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—



Red Signal. Indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal. Indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights a Tical, Red Green Red indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNING.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	Sau Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sau Tap Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the lighthouse.

F. G. Fien, Director. 25th 1910. 1909.

Intimation.

Wm. Powell, Ltd.,

Alexandria

Buildings.

NOW SHOWING

NEW

AUTUMN.

GOODS...

LADIES'...

COSTUMES.

COATS...

EVENING.

CLOAKS.

A

LARGE VARIETY

OF

CHILDREN'S.

HATS,

COATS,

SHOES,

ETC., ETC., ETC.

WM. POWELL,

LTD.

Alexandria

Buildings.

Hongkong, 7th November, 1910.

AN INTERVIEW WITH NAPOLEON.

The most interesting of many interesting pages in the *Memoirs of Lady John Russell*, issued recently, is the "Daily Mail" in Lord John Russell's account of his impressions of Napoleon. It was at Elba that the future British Prime Minister met the fallen Emperor. At Elba, Napoleon was in a position to speak with something of an historian's spirit of his marvellous career. His memory was still vigorous; in St. Helena, it had begun to fail. He was ready to discuss the past, and delighted in talks with Englishmen, especially when they came of the ruling stock, as did Lord John.

Lord John's account of his visit is copied from the old leather-bound journal in which it was written by Lord John the day after the interview. It opens with the visit to the "palace," a small and shabby building at Forte Ferraj, and bears date December 25, 1814, less than three months before Napoleon quitted Elba on the desperate venture which ended at Waterloo.

NAPOLEON'S APPEARANCE.

At eight o'clock in the evening yesterday I went to the palace according to appointment, to see Napoleon. After waiting some minutes in the ante-room, I was introduced by Count Drouot, and found him standing alone in a small room.

He was dressed in a green coat, with a hat in his hand, very much as he is painted, but excepting his resemblance to the Emperor I had a very mistaken idea of him from his portrait. He appears very short, which is partly owing to his being very fat, his hands and legs being quite swollen and unwillingly; this makes him appear awkward, and of course the whole length of his figure is lost. He is, however, as his friends say, a fine figure of a man. He is, however, as his friends say, a fine figure of a man.

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J. R. Y. but we were nearly ruined in the course of it.

N. Hail to systems continental (the Continental system) and then he laughed very much.

He asked who was Lord Lieutenant of the land at present, but made no remark on my answer.

I asked him if he had read English; he said that at Paris he had had plenty of opportunity, but that he now began to read it a little. His comments on the stability of British Government and all its disasters are interesting at a moment when England is being invited to remedy her in this respect.

He said that he considered the great superiority of England to France in her aristocracy, that the people were not better, but that the Parliament was composed of all the men of property and all the men of family in the country; this enabled the Government to resist the shock which the failure of the Duke of York's expedition was liable to cause; in France it would have destroyed the Government. (This is an opinion shared by the Revolution, but it is true that our House of Commons looks to final results.)

They were strong, he said, by his souvenirs attached to the "Maison" (historic associations); that on the contrary he could make eighty Senators in France as good as the present; that he had intended to create a nobility by marrying his generals, whom he accounted as to insignificant, notwithstanding the titles he had given them, to the offspring of the old nobility of France. He had received a fund from the contribution which he levied when he made treaties with Austria, Prussia, etc., in order to found these new families.

"Did you get any thing from Russia?"

N. No, I never asked anything from her but to shut her ports against England.

M. The fact, the fact is that in Charcoal, was to Napoleon.

"As man of the world, could you de femmes (admire women) but too false to be good statesmen—can you politics? I am not a good tropateur (for in politics it does not do to tell too many lies).

This Memoir of Lady Russell is one of the most valuable political biographies of recent years, and should share with Mr. Montagu's "Life of Despatch" the honour of the publishing season of 1910, for this remarkable interview is only one of the many good things which it contains.

MR. GALSWORTHY AND THE WAR MICROBE.

Mr. John Galsworthy, the novelist, whose prison play made so much stir recently, begins his new novel, "The Forsytes," in the *Atlantic Monthly* for October.

Two of his characters discuss war, and this seems to be the theme of the story.

"No, Lord Milton," the man with the moustache was saying, "the microbes of war—like the microbes of our milk—is kept alive in a culture."

THE FOUR MAKERS OF WAR.

"It is in my book. War culture—ingredients of four types. Military man proper—whole life and business to do with war. Stubborn, honest journalist—see it sooner. Mass of affairs—word "big" crawled over head and heart—cl. Dismark, Napoleon. An ardent pure, calls war "purification of national soul." Elated microbes kept alive in that culture, now and then gets into milk and sours whole canbottle."

"You started by saying it was the ruling classes who were responsible for war."

"Well, if you come to think of it, the ruling classes are rather closely identified with the ruling classes, and it is classily by means of the Press of the ruling classes that it gets into the milk. International war is a creature of Authority."

"Those who are responsible for the conduct of national affairs must expect to bear the burden which attaches to the administration of purgatives, but they are sometimes as necessary as thunderstorms."

IS WAR NECESSARY?

"You come back there to the question whether war is necessary, which I entirely deny. There would be no European wars in these days, but for the cock-and-bill ideas that get into the heads of the ruling classes, and the Press which represents them."

"Seriously, I've been in five wars, and I tell you that if the ruling classes had the grace to put themselves in the position of the people, there never would be another European war. You have only to look at the later history of France."

"Lord Milton, I hate the attitude of one who regards himself as a right to inflict suffering on others, which in the nature of things he can never feel himself."

"Do you accuse the upper classes of this country of cowardice?"

PEOPLE WHO SUFFER FROM WAR.

"By no manner of means, I merely accuse them of not having the acuity to see that the suffering comes to them lives through war, and not a tenth part of that which comes to those who are not, as they are, fortified against war by money, position, health, every physical advantage; and fortified by the fact that they're fighting in their own quarrel, not in a scrimmage that they've been pitched into, willy-nilly, for all the world like big puppies."

"In my belief, the ruling classes, not consciously, but instinctively, keep alive the idea of war, because that idea fosters the national spirit against the international, ideal, and the national ideal is their bulwark of safety. The ship of Aristocracy is built in watertight compartments; up them into one, and down it goes."

Xmas! Xmas! Xmas!

READY TO VIEW
LARGE ASSORTMENT OF
French Chocolates and Bonbons.

Cadbury's Chocolates and Pascal's Confectionery.

Tom Smith's Crackers.

Santa Claus' Stockings and French Dolls and Toys.

FRENCH STORE.
L. GAMEAU,
6, Queen's Road Central,
Hongkong, 19th December, 1910.

Intimations.

THE WORRIED WOMEN.

They say men must work and women must weep; but alas, in this too busy world women often have to work and weep at the same time. Their holidays are too few and their work heavy and monotonous. It makes them nervous and irritable. The depressed and worried woman loses her appetite and grows thin and feeble. Once in a while she has spells of palpitation and has to lie up for a day or two. If some disease like influenza or malarial fever happens to prevail she is almost certain to have an attack of it, and that often paves the way for chronic troubles of the throat, lungs and other organs; and there is no saying what the end may be. Let the tired and overworked woman rest as much as possible; and, above all place at her command a bottle of

WAMPOL'S PREPARATION

a true and sure remedy for the ill and malady of women. It is palatable as honey, and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Search the world over and you will find nothing to equal it. Taken before meals it improves the nutritive value of ordinary foods by making them easier to assimilate, and has carried hope and good cheer into thousands of darkened homes. It is effective from the first dose, and probably one bottle is all you may need. It is absolutely reliable and effective in Blood Impurities, Nervous Dyspepsia, Wasting Conditions, Melancholy, Chlorosis, Impaired Nutrition, Scrofula, Low Vitality, and all troubles of the Throat and Lungs. Dr. B. J. Boyes says: "I have found it a preparation of great merit. In a recent case a patient gained nearly twenty pounds in two months' treatment, in which it was the principal remedial agent." It carries the guarantee of reliability and cannot fail or disappoint you. Why accept a substitute? Sold by all chemists.

JUST RECEIVED AND FOR SALE
THE COMING SEASON'S NOVELTIES

FROM
RAPHAEL TUCK & SONS.

LARGE SELECTION OF
XMAS GOODS.

Picture Puzzle Postcards.
Painting Books. Birthday Books.
Tuck's Annual, Walking Animals, Mechanical Toys, Marionettes, Rocking Animals, &c.

ALSO FOR SALE
VEGETABLE and FLOWER

SEEDS
GARDEN FERTILISERS,
Books on Gardening, &c.

USED POSTAGE STAMPS

in Single Sets, Packets and Bags.
All Philatelic Goods.
VIEW POSTCARDS.

MANILA CIGARS and

CIGARETTES.
&c., &c., &c.

Inspection invited.
GRACA & CO.,
27, DES VANDER ROAD, HONGKONG.

Hongkong, 18th October, 1910.

Consignees.

FROM EUROPE.

THE H. A. L. Steamship

"SOANDIA,"
Captain von Döhren, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst. at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS ON CARGO
Ex. S.S. *Sophora* from Bordeaux.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 15th December, 1910.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M., the 21st inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 19th December, 1910.

HONGKONG AVERAGE MARKET PRICES.

Corrected 15th Dec., 1910, 100 cts. per 5 lbs.

BUTCHER MEAT.

Beef sirloin & prime cut—Moi Lung Pa B.

" Corned—Ham Ngau Yuk

" Roast—Shlo

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Sirloin—Ngau Lau

" Sausages—Ngau Yuk Chuan

Bollocks Brains—Know

" Tongue fresh—Ngau Li

" Corned—Ham Ngau Li

" Head—Ngau Tau

" Heart—Ngau Sum

" Hamp, Salt—Ngau Kin

" Feet—Ngau Keok

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau On

" Tripe (undressed)—Ngau To

Galver Head and Feet—Ngau-chai-keok

Mutton Chop—Young Pak Kwai

" Leg—Young Pak

" Shoulder—Young Shau

Pigs' Chills—Chai cheong

" Brains—Chai Know

" Feet—Chai Keok

" Fry—Chai Chak

" Head—Chai Tau

" Heart—Chai Sum

" Kidneys—Chai Yiu

" Liver—Chai Koon

Pork Chop—Chai Pak Kwai

" Corned—Ham Chai Yuk

" Leg—Chai Pak

" Fat or Lard—Chai Yau

Sheep's Head and Feet—Young Tau

" Keok

" Heart—Young Sum

" Kidneys—Young Yiu

" Liver—Young Koon

Sucking Pigs, To Order—Chai Chai

Seal Beef—Sung Ngau Yau

" Mutton—Sung Young Yau

Veal—Ngau Chai Yuk

" Sausages—Ngau Chai Yuk Tong

POULTRY.

Chicken—Kai Chai

Capons, Large, Small—Sio Kai

Ducks—Ap

Doves—Pan Kau

Eggs, Hen—Kai Tau

Fowls, Canton—Kai

" Hainan—Hoi Nam Kai

Geese—Ngo

Goose, Wild Shanghai—Sheng Hoi Ye

" Ngo

Moat Deer—Wong Keng

Hare—Tui Chai

Partridge—Gao Khoo

Phasian—Shan Kai

Pigeons, Canton—Pak Kup

" Hollow—Hollow Pak Kup

Quail—Um Chuan

Rice Birds—Wo Fa Cheuk

Snipe—Sa Chai

Turkeys, Cock—Fo Kai Kung

" Hen—Na

Wild Ducks, Shanghai, Sol-up

Ten, Shanghai, Sol Ap Chai

Wild Ducks Canton—Sung Shing Sol

Ap

FISH.

Barbel—Ka Yu

Bream—Bia Yu

Canton Fresh Water Fish—Hoi Sin Yu

Carp—Li Yu

Catfish—Chai Yu

Codfish—Mun Yu

Crabs—Hal

Gutted Fish—Mok Yu

Gutted Fish—Mok Yu

Dace—Sa Mang Yu

Dace—Wong Mei Lun

Dog Fish—Tui Tai Sa

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt

Whiskies distilled in Scotland

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910.

The Hongkong Telegraph

HONGKONG, TUESDAY, DECEMBER 20, 1910.

THE SHANGHAI CONSERVANCY
BOARD.

In Hongkong, with our open anchorage, we are fortunately free from the conservancy problems that confront many Eastern ports such as Macao, Tientsin and notably Shanghai. In this respect, the Model Settlement occupies perhaps the most unenviable position of any port in China. It need hardly be mentioned that Shanghai is situated on the Whangpoo River about twelve miles above the point where it falls into the Yangtze River. And the fact is only too well known that the Yangtze delta is steadily growing seawards. Every year sees new land reclaimed from the sea. The water-courses tributary to the river and open to tidal action are fast filling up with the silt brought down by each flood tide from the Yangtze. This growth in the land area is specially noticeable at Shanghai, where, in the memory of men still living, the Woosung and Whangpoo Rivers, at whose junction the city is built, have lost one-third of their former volume and threaten in the very near future to depend entirely on artificial measures to keep them navigable. In this connection, it is interesting to recall the prophecy of that keen observer Archibald Little. He reckoned that at the rate at which the coast was making out to sea, this century might see Shanghai situated on the banks of a clear-water canal above tidal influence, for so flat and so sponge is the land that it seems to absorb the greater part of the rainfall and to leave little for the intersecting rivers to carry off. There are three sea approaches to Shanghai. Of these the most generally used is the South Channel, which has a depth of from thirteen to nineteen feet opposite the mouth of the Whangpoo. Incoming steamers either lie off Woosung or go up the Whangpoo to Shanghai. The latter course entails the crossing of two bars. The Outer Bar, just outside the embouchure of the tributary Whangpoo, is rapidly enlarging. Ten years ago it had twenty feet of water at low spring tides; now it has only thirteen feet. The Inner Bar is a little way up the river, just before Gough Island is reached, which island is a growth of recent years. There is small matter for wonderment, therefore, that Conservancy works should bulk largely in the public view, for the prosperity of Shanghai depends first of all upon the shipping trade. It is a long time ago now

since first representations were made by the foreign merchants of the port to the Imperial Government with reference to the necessity for improving the lower Whangpoo reaches and removing the bars. But the Government at Peking made no haste to institute operations, and it was not until 1907 that any practical step was taken. Previous to that, all parties had agreed to the constitution of a River Authority, on the lines of that which had been formed for the port of London, but the Viceroy of the Kiangnan provinces having offered to undertake the whole financial burden of the scheme, which was to be carried out subject to the advice of an approved foreign engineer, the foreign representatives acquiesced in this arrangement. The result was the formation of a River Conservancy Board, presided over by the Shanghai Taotai, and the appointment of Mr. J. de Rijke as Engineer-in-Chief. Had the undertakings of the Viceroy been carried out faithfully, the best of results might have been achieved; unfortunately, the opposite has proved to be the case. It was the Inner Bar, already mentioned, that was supposed to receive first attention at the hands of the Conservancy Board, but those most competent to judge declare that practically no progress has been made up till now in improving the lower reaches of the river. Things were in all conscience, in a parlous state enough when suddenly at the end of last month came a peremptory mandate from the Viceroy of Nanking ordering the dissolution of the Conservancy Board. As a result of this arbitrary action the Board has ceased to exist. As is only natural in the circumstances, the foreign associations of Shanghai view the present situation with alarm, and no time has been lost in drafting a new scheme on the basis of which negotiations may be re-instituted with the Imperial Government. This scheme has been approved by the Chamber of Commerce, the China Association, the American Associations, etc., and was to be submitted also to the consideration of the Consular Body before being finally sent to Ministerial headquarters. It is proposed that the new Board should be the Shanghai Taotai, the local Commissioner of Customs, and the Coast Inspector. This Board, which would be invested with the authority of the Government, would be in no way subordinate to Provincial Authorities, and in its deliberations a majority vote would be determinative. It would have entire control of the finances of the Conservancy; and the original annual Government grant of 460,000 taels, as well as any additional grant, would be paid into the Board's account. The several Chambers of Commerce and associations representing commercial interests of Shanghai, having agreed to the raising of a tax for conservancy purposes, consisting of three per cent. of the Customs duties and, in the case of duty-free goods, of one and a half per mille of value, the tax shall be dealt with as provided for, as soon as such formalities as are necessary to regularise it have been completed and notified to the Board by the Ministers. The Board will be charged with the maintenance of existing conservancy works and the construction of new works and to improve and maintain a channel from the Yangtze to Shanghai having, as far as circumstances and funds permit, a least depth of 20 feet at mean low water of spring tides over a least width of 900 feet. At the same time it will be called upon to co-operate with the riparian owners in respect to dredging operations to secure improved wharfage facilities. Under this scheme, also, it is proposed to constitute a Consultative Board, to consist of five members appointed by the several Ministers at Peking of the five nations having the largest tonnage entering and clearing at Shanghai, and one member appointed by the Chinese Chamber of Commerce. The primary functions of the Consultative Board would be to watch conservancy proceedings on behalf of the commercial interests of Shanghai and to make such representations to the Conservancy Board as it thinks proper, to which the Consultative Board would be supplied with full information concerning all projected works, concerning progress of current works, and concerning finances. In the event of disagreement as between the two Boards on points of conservancy the matter in dispute would be submitted to a Consular Committee and if necessary to the Foreign Ministers at Peking. This new Conservancy Scheme has been drafted with due regard to Shanghai's pressing needs and yet is distinguished by the moderation of its tone. We await with interest the decision which the Imperial Government cannot long withhold on this matter, highly momentous as it is to our neighbours in the North.

LOCAL AND GENERAL.

A NATIVE was fined \$5 this morning for keeping an eating house without a licence.

THE N. Y. K. kindly favours us with sets of postal cards showing the well-known firm's exhibits at the Anglo-Japanese Exhibition.

A COOLIE was sentenced this morning to 12 months' imprisonment and six hours' stocks for snatching a silver watch from a Chinaman at West Point yesterday.

THE New York Post has decided to protest to Margate Ketter, the Japanese Premier, against the execution of the Japanese Anarchists charged with conspiracy against the Emperor.

TWO Chinese were sentenced at the Police Court this morning to twelve months' imprisonment and six hours' stocks for snatching a purse containing 30 cents and \$3.80 in money from a compatriot.

WE are desired to state that through the courtesy of His Excellency Admiral Gubler the Orchestra of S.M.S. *Scharnhorst* will again play at Government House during Lady Lugard's "At Home" on Friday, the 23rd inst., at 4.30 p.m.

TWO Europeans were charged at the Magistrate's Court this morning with refusing to pay for their hire. Mr. E. R. Hallifax ordered each man to pay a compensation of \$1 to the chair drivers. A further fine of \$3 was imposed on each of the defendants.

MYRON Crippen, the father of Dr. Crippen, who was recently convicted of the murder of his wife at 39, Millers' Crescent, and sentenced to hang, has died peacefully and friendless at Los Angeles, in California. He declared his belief in his son's innocence.

THE Peking Municipal Elections are most exciting. Europeans are most indignant at certain Chinese places which have been put forward advising the electors to withhold their votes from the English. The placards are believed to be the work of Chinese Reformers.

A WORLD'S record for telegraphy by a single operator was made over a wire from London to Manchester on November 15. By using the Gell transmitter (a New Zealand invention), the operator maintained a speed of 60 words per minute for a continuous period.

RETURN of visitors to the City Hall Library and Museum for the week ending the 18th December, 1910:—

	Library	Museum
Non-Chinese	417	83
Chinese	170	2,778
Total	587	2,861

A CHINESEMAN was charged before Mr. J. R. Wood at the Police Court this morning with the theft of a quantity of clothing valued at \$9.50 from the servants' quarters of Dr. Crippen's residence at No. 141, Magpie Gap, Peak Road, and also some clothing valued at \$6.00 from the servants' quarters of No. 99, Gough Hill Road. Defendant was sentenced to six months' imprisonment and six hours' stocks.

THE will of Don Carlos of Bourbon, the Spanish Pretender, bequeaths to his son the royal standard of Charles V, hoping that it will someday triumphantly be hoisted over fatherland. The Pretender divided his property between his son and his three daughters in four equal parts. The whole is estimated to be worth between £3,000 and £4,000,000.

FIVE passenger-boat owners were charged before Commander Burt Taylor, R.N., at the Harbour Office this morning for unlawfully concealing the number of their boats. His Worship ordered each defendant to pay a fine of \$10. One of the defendants was further fined \$10 for making fast to the sea. *See also* what was said, and \$5 for refusing to stop his boat when ordered to do so by the Police.

THE London *Morning Post*, the great organ of Tariff Reform, says it is impossible to ignore the grave situation in which Unionism has been placed as a result of the unfortunate and impracticable proposal to submit a Tariff Reform Budget to a referendum. Tariff Reformers had no quarrel with the old constitution. They should make it a standing point in their campaign. In any case the Tariff Reformers must immediately insist on having a clear course in association with the Unionist party.

A STATEMENT of the office funds of the Crown Agents for the Colonies for 1909 has been issued, showing that the receipts for the year were £2,300,777 including a balance of £1,007,120 from the previous year. The chief items include £1,447,165 from departmental charges on stores bought for the Colonies, £1,409,118 from charges for inspection of engineering, and £1,500 from half per cent. on issue of loans. There is a balance in hand at the end of the year of £234,127, the principal items of expenditure being £197,721 for salaries, £8,899 for travelling expenses of engineering staff, and £6,034 for a commission to brokers on loan subscription.

THE scheme for a railway connecting the Caucasus with Baluchistan via Persia has provoked little comment in the German Press. The information available here with respect to opinion in Russia and England seems somewhat desultory. The *Colony & Globe* publishes a telegram from St. Petersburg which says that financial circles there view the scheme with a certain amount of scepticism. Mr. Timmermann and M. Homeloff, however, the writer, are it is true, very optimistic, but the prospects of raising the capital required on the international market are small. The report of *The Times* that M. Solypin and M. Szeff are especially interested in favour of the scheme calls for confirmation. Public opinion in St. Petersburg is reserved.

SIXTEEN battleships of the United States fleet arrived in the English Channel the 1st at split up, the second and fourth divisions, under the command of Rear-Admiral C. E. Vane, and the *Los Angeles* and Captain T. B. Howard (on the *Georgia*), proceeding to Cherbourg and Brest respectively. The first division, under Rear-Admiral Schroeder, the Commander-in-Chief, went to Torbay, and the third division, under Rear-Admiral Joseph McDock, on the *Minnesota*, has arrived at Gravesend. The famous world cruise of the American fleet a few years ago will be recalled by this visit. The object of the cruise, like that of the former, is to educate officers and men not only in the use of naval weapons, but in the handling of the fleet at sea.

SANITARY BOARD.

MEETING THIS AFTERNOON.

A meeting of the Sanitary Board was held this afternoon in the Board Room. Mr. E. D. C. Wolfe presided, and there were also present:—Hon. Mr. A. W. Blevin (Registrar-General), Mr. A. Shelton Hooper (Colonel Bedford), R.A.M.C. (Principal Medical Officer), Dr. F. C. Clark (Medical Officer of Health), Dr. W. W. Leane (Assistant Medical Officer of Health), and Mr. W. Bowen Rowlands (secretary).

AN application was submitted by Messrs. Palmer and Turner for leave to erect an urinal on the second floor of No. 12 Yu Yu Terrace, they having obtained permission from the Building Authority to take the necessary water supply from the nullah to the east of Hill Road.

The Medical Officer of Health mentioned that the Director of Public Works please say how the water will be obtained from the nullah? From the point of view of the breeding of mosquitoes any obstruction to the flow of water is most objectionable. I am aware that there are at present dams in the nullah opposite the nullah, but I presume that you propose to abolish them in connection with the trailing of the nullah above Pokfulam Road. I have already advised that this, by doing in connection with the question of the healthiness of the University, and it is most important that these tanks should not remain in the bed of the nullah.

The Director of Public Works mentioned:—“The dams are in course of removal. No pool will be formed by the water for the nullah, etc.” The Registrar-General mentioned:—“This place must be a restaurant, not a hotel. Can a consistent flow of water in the nullah be guaranteed? Is it not probable that the University will intercept it all in the dry season?” The Medical Officer of Health:—“In reply to the Registrar-General, I have never seen this nullah run dry; it is quite possible that the University will require all the water that this nullah can supply.”

The matter was referred for inquiry.

LIMEWASHING.

The limewashing returns for the fortnight ended 25th November showed that 775 houses in the Eastern and Central districts had been dealt with.

DES TRUCTION OF RATS.

It was reported that at during the fortnight ended 25th November, 2,173 rats had been killed in Hongkong, of which 2 were infected, and 2,455 in Kowloon, of which none was infected.

THE WATER SUPPLY.

The reports of the Government Bacteriologist (Mr. H. M. Farlane) and the Government Analyst (Mr. A. C. Franklin) showed that in all the samples examined from Pokfulam, Tylam and Kowloon Reservoirs, the filtered water in each case was fit for potable purposes.

Dr. Farlane mentioned:—“It is highly satisfactory to note the improvement of the quality of the water from Pokfulam. It is to be hoped that this may be maintained after the first heavy rainfall.”

A RESORT OF VAGRANTS.

Correspondence was laid on the table relative to the illegal occupation of No. 63 Hok Un Kok by vagrants.

The Registrar-General mentioned:—“Why aren't the houses pulled down?”

The President stated that since the end of 1908 the houses had been unoccupied until quite recently beggars had been giving trouble by occupying the houses of some of the bachelors. He was sorry the Director of Public Works was not present to answer the Registrar-General's query.

Mr. Shelton Hooper mentioned:—“It was a plague-stricken area and that is why it was closed. For a long time the houses were dangerous, for they may be infected.”

The Registrar-General moved that the houses be demolished forthwith.

Mr. Shelton Hooper seconded, and the motion was carried.

The Board afterwards adjourned.

REPORTS OF LARCENIES.

A FORMIDABLE LIST.

Mr. F. Loria, manager of Messrs. Munro and Company, reports to the Police that a gold bracelet with diamonds attached valued at \$200 was stolen from a desk in his bedroom at No. 7, Pedder's Hill. He suspects his servant of having committed the theft.

A European lady had her diamond bracelet stolen from her hand on Saturday last in Queen's Road.

A schoolgirl in Blake Garden was attacked by three men. One held her from the back, another placed his hands over her mouth to prevent her from shouting, and a third pulled a wicked looking dagger from her waist. Having committed the outrage, the cowardly rascals ran away as fast as their legs would carry them.

The Matron of the Victoria Hospital on Sunday last came across a Chinaman, who attempted to snatch her hand-bag. With great presence of mind, she drew the thief in to attack her and a while, the man disappeared. The hand-bag was saved.

A Chinese woman while returning to her house with a bundle valued at \$40 on her wrist, met a Chinaman, who came up to her and told her that a pearl in the bundle was loose and offered to re-set it with the help of some gum. The woman foolishly put the bundle in his hands, and on leaving the establishment, he ran away with the bundle.

SUBSCRIPTION CRIPPLES.

The last batch of subscription griffins, sent in all, which arrived by the *S. S. Changshu* on Sunday morning, were drawn at Kennedy's Stables at Causeway Bay yesterday afternoon. The drawings resulted as follows:—

48.—Grey, Sir Hormusje Moji.

49.—Grey, Mr. M. W. Slade.

50.—Dark Grey, Mr. G. Friedland.

51.—Dark, Mr. H. Kewick.

52.—Chester, Sir Hormusje Moji.

53.—White, Mr. W. D. Jupp.

54.—Grey, Mr. H. Kewick.

55.—Bay, Mr. F. B. Marshall.

56.—Bay, Mr. F. B. Marshall.

57.—White, Mr. F. M. Meyer.

MALARIA AT SHAUKIWAN.

CLEARING THE NULLAH.

At the meeting of the Sanitary Board this afternoon—Mr. E. D. C. Wolfe (President) in the chair—correspondence was submitted relative to the prevalence of malaria in the Shauiwan district, a subject which has been before the Board on several occasions recently.

The matter had been again brought up by a letter, dated 25th ultimo, from Colonel W. G. A. Bedford, R.A.M.C., Principal Medical Officer, in which he stated that in company with his sanitary officer he had thoroughly inspected the nullahs at Shauiwan to yet moon Barrack and had found in the pools on various trees at Shauiwan, etc. He understood the tone of the recommendation contained in the report, dated 4th June, 1909, of the special committee appointed to inquire into the question of malaria prevalent at Shauiwan was the clearing of this nullah, and he urged the Board to approach the Government with a view to having this work actively completed. Colonel Bedford in his letter stated that over one hundred cases of malaria had occurred this year amongst the troops stationed in the Shauiwan cantonment, in spite of the rigorous measures taken by the sanitary officer to clear the nullahs. He pointed out also that malaria was very prevalent amongst the native population of Shauiwan district in general.

The President in a written reply on the subject, explained that in the report of the committee appointed to investigate the conditions of the nullahs in the Shauiwan cantonment, dated 4th June, 1909, it was recommended that the nullahs should be cleared and scrub cut down from the western side of the Shauiwan Cantonment, situated between the village below and the barracks above, the trees and small herbage being all to be removed. This was done in accordance with the Colonial Secretary's letter of 12th July, 1909, and, he presumed, included the removal of the stream which runs under No. 12 bridge. This work, the President understood, had become overgrown again, and it would appear advisable for the Board to recommend that the clearing be done annually in future. The same report also recommended that the drainage of the nullahs running to No. 12 bridge was not dealt with at the time as explained in the Colonial Secretary's letter referred to. No further reply had since been received from the Government and it would therefore be advisable to draw attention to this fact and to request that this nullah be dealt with if possible in the same manner as the other nullahs mentioned.

Dr. Farlane mentioned:—“Was it ever pointed out to the Government that the nullahs were ‘promised on 12th July, 1909’ (or 17th or 18th ago) had not been for becoming, or was there some reason for the delay of the reply?”

Mr. A. Shelton Hooper mentioned:—“The correspondence, after having been laid before the Board, should be forwarded to the Government.”

The President said he thought the two measures which he suggested in his letter covered the points raised by Colonel Bedford. As regards the receiving of a reply from the Government agent, the draining of the second nullah, he supposed the matter must have been overlooked.

Colonel Bedford said that from his own observations and those of his sanitary officer, there was no reason to doubt that the state of the nullahs explained to a great extent the prevalence of malaria in the barracks, especially in the married quarters.

Mr. Shelton Hooper moved that Colonel Bedford's letter together with the minutes arising out of it be forwarded to the Government for consideration.

Dr. Clark seconded and the motion was agreed to.

S. S. "HONGSHAN."

NEW BOILERS FITTED.

The "Queen of the Canton River Fleet" as the *Hongshan*, of the Hongkong, Canton and Macao Steam Navigation Co., Ltd., has been fittingly designated by tourists and patrons of the river boat companies, has just come out of the hands of the Kowloon Dock Co. In his speech at the last half-yearly meeting of shareholders of the Macao and Canton Steam Navigation Co., the Chairman gave the shareholders to understand that, at the next docking of the *Hongshan* at the Board of Trade survey, her boilers would be replaced by a set of new ones, which, besides effecting great economy in fuel consumption, would give a speed to the vessel as rapidly as to place her in the forefront among the speedy vessels engaged in the lucrative Canton River trade. At the beginning of this month, the *Hongshan* occupied a berth in one of the dry docks of the Kowloon Dock. Besides the usual yearly overhaul the work of dismantling the old boilers and replacing them by a set of new steam engines was also taken in hand. Mr. Dryden's men went about the job in a perfectly businesslike manner and well within the stipulated time the extensive refitting of the vessel was completed to the satisfaction of the surveyors and the Company's superintending engineer.

On Saturday, for the *Hongshan* proceeded on a trial run to test the efficiency of her new driving machinery. We did not have the pleasure of an invitation to go on board, but all accounts of the trial trip furnished results which were a foregone conclusion, viz., entirely satisfactory. Besides a strong and smooth running, the machinery ran with a smoothness that gave not the slightest vibration, a consideration not to be despised when it is considered that, in order to keep strictly to the Company's schedule of sailing, the vessels may be interchanged at a moment's notice from the morning to the night service and vice versa. There on board on Saturday expressed every satisfaction with the work of the Dock Co., who, in carrying out the work in the manner they have done, have not only renovated the engine room of the leading steamer on the River, but have also made the *Hongshan* as good as new. If not better. She will assuredly run on the Canton service on Wednesday, next last.

THE CONSPIRACY CASE.

WEIRD TALK AT THE POLICE COURT.

Before E. R. Hallifax at the Magistrate's Court this afternoon the case was continued in which Wong Tze Kio, formerly a student of St. Stephen's College, Mak U Chiu, an unemployed teamster, and Chin Chiu, an unemployed vehicle-driver, are charged with alleged conspiracy to murder one Wong Pak Chiu, aged 9 years, and Wong So Chiu, 5 years of age. Mr. Bowley prosecuted and Mr. J. H. Gardiner represented the defendants.

Mr. Bowley having outlined the facts of the case, Mak Kup stated that he was 10 years of age and arrived in the Colony ten years ago. Witness was employed at the Government Civil Hospital for two years. After that he was employed at the Sanitary Board. He went to his country this year and returned on the 5th day of the 8th moon. He knew the second defendant Mak Chiu, who called on him on the 16th of November. He called him and took him to 3, Elgin Street and said there was a man working for him. This was shortly after 3 o'clock in the afternoon. When he entered the room he saw the first and third defendants, whom he did not know at the time. After drinking tea the defendant asked him if he had twelve men, as he wanted to make up a party of twenty to go and rob 10, 41, Canton Road. Witness refused to do so, as he was not a robber, and could not do such a thing. He left at once and secondly, then asked him to murder the two boys, \$5 was offered him to take the life of each of the boys. He was taken to Canton Road, where he saw the two boys playing in the street. Next morning at 9 o'clock the second defendant went to look for him again and called him to 31, Elgin Street. This time they talked over his matter again and he promised to murder the boys. Then the three defendants and witness went on top of his roof and burned joss sticks and an oath was taken. After this \$50 was handed over by the first defendant to be divided between the second and third defendants and himself. With this they returned home with his share of the money, and after this he was laid up for a few days. He received a letter, which he showed to a constable. Later on, he received another letter. After receiving the second letter, the second and third defendants called on him and asked if he was ready to commit the deed or not. If he refused, they said they would have to engage the services of another man.

Further evidence was called and the case was remanded.

NEW CONVINT FOR SIATOW.

DEPARTURE OF FRENCH SISTERS.

Seur Alphonsine and two other Sisters of the French Order of St. Paul de Chartres left Hongkong to-day in the *Haiyung* for Swatow, where they are about to establish a new convent. Seur Louise, the Superior of the Sisters of the Order at Pegu, an anchorage, was present, and several friends of these sisters and charitable ladies were present to wish them bon voyage in every kind of property in their new venture in the cause of true charity.

TO-MORROW NIGHT'S CONCERT.

The Hongkong Philharmonic Society have made special arrangements to improve the music properties of the Theatre Royal in connection with to-morrow night's concert. The programme should prove acceptable to the audience and is selected in keeping with the objects of the Society, namely, to provide a musical type which, for the most part, is not produced here by the various concert parties that occasionally visit the Colony.

Opening with the "Trio" Symphony of Mendelssohn (No. 4), a new composition is introduced to the capabilities of the Imperial Contrabass, which will be made by two accomplished players, both of considerable talent and well-known—Mr. F. M. to Music (Dudley Buel) and "Moonlight" (Edwin Fanning) which latter was produced on the Co-vent and other words by the Sheffield Choir with great success.

Mr. Fehold is a kindly gentleman to the Glu-Lu famous "Che Fa" with strings and Professor Deneberg will perform the first movement of Gregor A. Minor Concerto with the Orchestra. The special work of the Society will be Elgar's "Banner of St. George" by the Orchestra and Chorus, whose numbers will approach one hundred.

DEATH OF CAPTAIN WARRACK.

To-day, on Mr. J. B. Griffith and Swift's offices on the Pray, as well as on all the company's shipping in the harbour, the house-lage are flying at half mast as a mark of respect to the late Captain Warrack of the *St. Kilda*. The steamer arrived yesterday afternoon, and the day after, the Captain, who had a severe cold, died at sea. Captain Warrack had died at sea on Sunday on the voyage up from Lillo. The remains were taken ashore, and it was ascertained that death was due to internal trouble. The funeral took place at Happy Valley this afternoon.

Captain Warrack was well known on the China coast. Originally he was with the Scottish Oriental Company, but after their fleet was sold he joined Messrs. Butterfield and Swire in 1903. During his service with that firm Captain Warrack was several times in command and he had been master of the *St. Kilda* since December of last year. He had many friends in the Colony, who deeply regret his loss. He was a native of Aberdeen, N.B., where Mrs. Warrack is at present residing.

BOWLING COMPETITION AT THE HONGKONG CLUB.

Mr. G. A. Wordcock won the Cup for bowling last night at the Hongkong Club. Those who were qualified to participate in the contest were the competitors who were the "best egg" for each month in the first six months. Last night's competitors were Mr. G. A. Wordcock, Wolfe, Humphreys, Graham, and Laing. Mr. Wordcock won the Cup for bowling last night at the Hongkong Club. Those who were qualified to participate in the contest were the competitors who were the "best egg" for each month in the first six months. Last night's competitors were Mr. G. A. Wordcock, Wolfe, Humphreys, Graham, and Laing. Mr. Wordcock won the Cup for bowling last night at the Hongkong Club. Those who were qualified to participate in the contest were the competitors who were the "best egg" for each month in the first six months. Last night's competitors were Mr. G. A. Wordcock, Wolfe, Humphreys, Graham, and Laing. Mr. Wordcock won the Cup for bowling last night at the Hongkong Club. 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Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

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"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, FEB. 10TH.
"MONTHAGLE" WEDNESDAY, JAN. 15TH.	"ALLAN LINE" FRIDAY, MAR. 10TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 11TH.	"ALLAN LINE" FRIDAY, APR. 7TH.
"EMPRESS OF JAPAN" SATURDAY, MAR. 11TH.	"ALLAN LINE" FRIDAY, MAY 5TH.
"EMPRESS OF CHINA" SATURDAY, APR. 8TH.	
"MONTHAGLE" TUESDAY, APR. 18TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of India" and "Empress of Japan" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

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SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars of application from Agents.

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R.M.S. "MONTHAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

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Via Canadian Atlantic Port 43.
Via New York 44.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. GRADDOCK, General Traffic Agent,
Corner Padder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	"KIYOSANG"	FRIDAY, 23rd Dec, Noon.
SEAPOR, PENANG & CALUTTA LAISANG	"WINGSANG"	SATURDAY, 24th Dec, Noon.
MANILA	"FUOESANG"	SATURDAY, 24th Dec, Noon.
SHANGHAI, KOBE & MOJI	"YUENSANG"	FRIDAY, 6th Jan, Noon.
MANILA	"YUENSANG"	SATURDAY, 7th Jan, Noon.

RETURN TOURS TO JAPAN (OCCURRING 24 DAYS).

The steamers "Kiyosang," "Wingsang" and "Fuoesang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.

General Managers.

Telephone No. 215.

Hongkong, 19th December, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
TSINGTAU, WEIHAIWEI, CHEFOO, & CHINWANTAO	"SZCHUEN"	21st Dec, Daylight.
CHINKIANG	"HANGCHOW"	21st " Noon.
ILOILO & CEBU	"KAIFONG"	21st " 4 P.M.
SHANGHAI	"CHENAN"	2nd " 4 P.M.
SHANGHAI	"LINAN"	21st " Midday.
SWATOW, AMOY & SHANGHAI	"HUIHOW"	24th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

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N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

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Hongkong, 20th December, 1910.

HONGKONG
PHILIPPINES.PHILIPPINES STEAMSHIP
COMPANY.

Steamship	Tons	Captain	For	Sailing Dates
RUBI	4000	S. Crosby	MANILA, ILOILO & CEBU	WEDNESDAY, 21st Dec, at 4 P.M.
CAIRO	4000	E. Rice	MANILA, ILOILO & CEBU	WEDNESDAY, 28th Dec, at 4 P.M.

For Freight or Passage, apply to

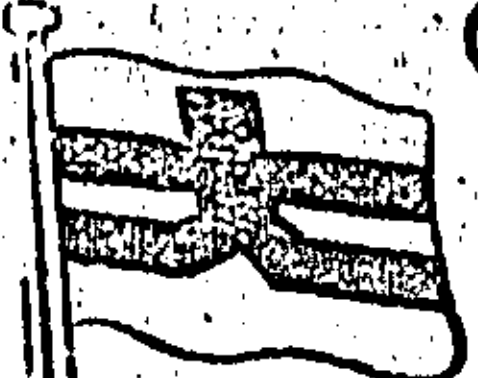
SHEWAN TOMES & CO.

General Managers.

Hongkong, 8th December, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.



REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

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THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

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For	Steamers	G. Tonnage	Leaves
VICTORIA and TACOMA via NAGASAKI, KOBE and YOKOHAMA	"SEATTLE MARU"	6,112	WED/DAV, 28th Dec, at Noon.
VICTORIA and TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"MEXICO MARU"	—	TUESDAY, 10th Jan, 1911, Noon.

The Co.'s newly built steamers have fast speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

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For	Steamers	Leaves
ANPING and TAKAO via SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 21st Dec, at 8 A.M.
TAMUUI via SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 25th Dec, at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"FUJUN MARU"	WEDNESDAY, 28th Dec, at 8 A.M.

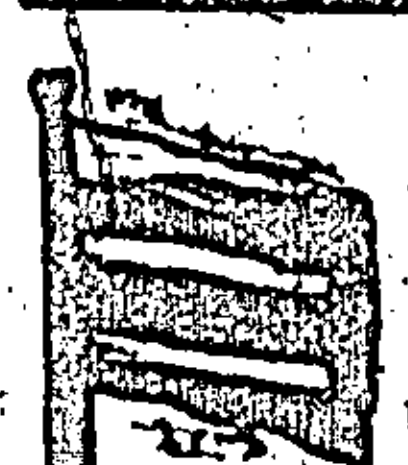
Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 20th December, 1910.

S. HIROI, Manager.

NIPPON YUSEN KAISHA



(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1909
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	MISHIMA MARU, Capt. A. E. Moses, Tons 9300 KAWACHI MARU, Capt. H. Peterson, Tons 7000 KAGA MARU, Capt. M. Hagino, Tons 7000	WEDNESDAY, 21st Dec, at Daylight. TUESDAY, 27th Dec, P.M. WEDNESDAY, 4th Jan, at Daylight.
VICTORIA, B.C., & SEATTLE	SADO MARU, Capt. S. Horiuchi, Tons 7000	SATURDAY, 31st Dec, From KOBE.
VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA	INABA MARU, Capt. K. Kawa, Tons 7000 TAMBA MARU, Capt. K. Sato, Tons 7000	TUESDAY, 4th Jan, at Noon. TUESDAY, 31st Jan, at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU, Capt. T. Sekino, Tons 5000 MIKKO MARU, Capt. M. Yagi, Tons 6000	THURSDAY, 22nd Dec, at Noon. FRIDAY, 20th Jan, Noon.
BOMBAY via SINGAPORE & COLOMBO	HAKATA MARU, Capt. A. Mocker, Tons 7000	TUESDAY, 27th December.
KOBE and YOKOHAMA	HITACHI MARU, Capt. N. Matheson, Tons 7000	THURSDAY, 2nd Dec, at 5 P.M.
NAGASAKI, KOBE and YOKOHAMA	MIKKO MARU, Capt. M. Yagi, Tons 6000	WEDNESDAY, 21st Dec, at Noon.
SHANGHAI, MOJI & KOBE	BOMBAY MARU, Capt. N. Teranaka, Tons 5000	TUESDAY, 28th December.

† Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers. † Oniting Penang. † Call at Genoa.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers	Tons	Leave Hongkong	RATES OF PASSAGE.
MIYASAKI MARU	9,000	15th Feb.	To London, per New Steamer 1st class Single... 550
KITANO	9,000	1st March	" " " 2nd class Single... 350
IYO	7,000	15th "	" " " Return... 850
HIRANO	9,000	19th "	" " " 2nd class Single... 350
TANGO	8,000	13th April	" " " Return... 540
KAMO	9,000	16th "	" " " Old Sir. 1st class Single... 500
AKI	7,000	20th May	" " " 2nd class Single... 350
MISHIMA	9,000	24th "	" " " Return... 495

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers	Tons	Leave Hongkong	RATES OF PASSAGE.
AWA MARU	7,000	28th Feb.	To Pacific Coast Common Points 1st class Single... 430
INADA	7,000	28th March	" " " 2nd " " " 250
TAMBA	7,000	25th April	To London via New York 1st " " " 560
AWA	7,000	23rd May	" " " via St. Lawrence 1st " " " 550

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From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

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(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMER. CAN and SOUTH AFRICAN PORTS.)

THE Steamship "HIMALAYA," Captain L. E. S. Spicer, R.N.R., carrying His Majesty's Mail, will be despatched from this office for BOMBAY, &c., on SATURDAY, 24th December, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "No. 67," 11,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, (that Cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Himalaya" due in London on 13th February 1911.)

Parcels will be received at this Office until 4 P.M., the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

B. A. HEWITT, Superintendent, Hongkong, 12th December, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EASTERN," Captain Hood, will be despatched as above on SATURDAY, 24th January, 1911, at Noon.

This new Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

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GIBB, LIVINGSTON & CO., Agents, Hongkong, 16th December, 1910.

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Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER AND SEATTLE VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain On or about

Swire 6,232 F. S. Cowley 19th Jan.

Kanamaru 6,232 G. B. McGill 9th Feb.

Calling at Amoy and Keelung if sufficient Inducement offers.

These steamers are specially fitted for the carriage of Asiatic Storage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

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DODWELL & CO., LIMITED General Agents, Queen's Buildings, Hongkong, 9th November, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

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PROPOSED SAILINGS FROM HONGKONG FOR BOSTON AND NEW YORK.

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Shipping—Steamer.

THE "INVER" STEAMSHIPS, LIMITED.

FOR NEW YORK.

THE Steamship "INVERCLYDE,"

Captain J. G. Alexander, will be despatched as above about 19th instant.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents, Hongkong, 8th December, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship "DENBIGHSHIRE,"

Captain W. B. Brett, will be despatched as above about 19th January.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents, Hongkong, 19th December, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship "PEMBROKESHIRE,"

Captain R. Hayes, will be despatched as above about 20th February.

The attention of Passengers is directed to the excellent accommodation afforded by this steamer at cheap rates. She is fitted throughout with electric light, and carries a Doctor and Stewardess.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents, Hongkong, 19th December, 1910.

Consignees.

"AMERICAN-ASIATIC S. S. CO. NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Company's Steamship "INDRADEO,"

Captain W. H. Lee, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Company, Limited, Kowloon, and stored at Consignees risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 26th instant, at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., General Agents.

Hongkong, 15th December, 1910.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "HIMALAYA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London &c., ex S.S. "Mooltan," From Persian Gulf, ex D. I. S. N. and D. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 15th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent, Hongkong, 9th December, 1910.

NORDDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "GOEBEN,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd of December will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd of December, at 9.30 A.M.

All claims must reach us before the 15th of December, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Ships Passed The Canal

PRICES MODERATE

Clearances at the Harbour Office.

Paella, for Taialan.
Ta'ing, for Maaila.
Namsang, for Singapore.
Mont-nis, for Maaila.
Ch'hi, for Hiphong.
Pe-ut, for Shanghai.
Yatching, for Swatow.
K'um, for Swatow.
Sachuin, for Taialan.
fatou, for Singapore.
Sun-k'ang, for Haila.
Ganto, for Singapore.

Departures
Dec. 10

P. Lyneien, for Saigon.
Tourne, for Japan.
Hitching, for Coast Ports.
Choy-sang, for Shanghai.
Kamsing, for Calcutta.
Pesia, for Kobe.
Taming, for Maaila.
Sun, Niang, for Cebu.
Kanam, for Shanghai.
Kiang Ping, for Chingking.
Sudo, for Sanghai.
Ch'hi, for Hiphong.
Quink, for Bangkok.

From December 20 th to 16 th , 1910.									
HIGH WATER.				LOW WATER.					
Date.	Day of Month.	Hongkong Mean Time.	Height.	Date.	Day of Month.	Hongkong Mean Time.	Height.		
Dec.	20	h. m.	f. in.	Dec.	20	h. m.	f. in.		
Tues.	21	3 46	4	Wed.	21	3 36	4		
Wed.	22	3 46	4	Thurs.	22	3 46	4		
Thurs.	23	3 46	4	Fri.	23	3 46	4		
Fri.	24	3 46	4	Sat.	24	3 46	4		
Sat.	25	3 46	4	Sun.	25	3 46	4		
Sun.	26	3 46	4	Mon.	26	3 46	4		
Mon.	27	3 46	4	Tues.	27	3 46	4		
Tues.	28	3 46	4	Wed.	28	3 46	4		
Wed.	29	3 46	4	Thurs.	29	3 46	4		
Thurs.	30	3 46	4	Fri.	30	3 46	4		
Fri.	31	3 46	4	Sat.	31	3 46	4		

NAME.	CLASS.
Alacrity	despatch-vessel...
Astraea	cruiser, and class
Bramble	river gunboat ...
Prism	river gunboat ...
Cadmus	sloop
Cerbera	water tank and tug
Gilo	sloop
Fame	torpedo boat destroy
Flora	cruiser, and class
Handy	torpedo boat destroy
Hurt	torpedo boat destroy
Jaous	torpedo boat destroy
Kent	cruiser, 1st class
Klaska	river gunboat ...
Medea	surveying ship ...
Minotaur	armoured cruiser 1st
Mouthmouth	cruiser, 1st class
Moorhen	river gunboat ...
Newcastle	protected cruiser and
Nightingale	river gunboat ...
Ofen	torpedo boat destroy
Robin	river gunboat ...
Sandpiper	river gunboat ...
Sulpho	river gunboat ...
Taka	torpedo boat destroy
Tamar	receiving ship ...
Tal	river gunboat ...
Thistle	river gunboat ...
Vilago	torpedo boat destroy
Waterwitch	surveying ship ...
Whitling	torpedo boat destroy
Widgeon	river gunboat ...
Woodcock	river gunboat ...
Woo-lark	river gunboat ...

	TONS.	GUNS.	I.H.P.	
...	700	4	1,000	Acting-Captain
...	4,360	10	7,000	Li.-Com
...	710	6	600	Liect.-C
...	710	6	600	Comm.
...	1,070	6	1,400	Master
...	390	—	100	Comm.
...	1,070	6	1,400	Liect.-C
...	306	8	5,700	Liect.-C
...	4,360	10	7,000	Captain
...	275	6	4,000	Liect.-C
...	275	6	4,000	Liect.-C
...	280	6	3,500	Liect.-C
...	9,800	14	23,000	Captain
...	4 1/2	4	17,000	Captain
...	1,070	6	1,400	Captain
clan	14,600	14	27,000	Act.-Capt.
...	9,800	14	23,000	Captain
...	180	2	800	Liect.-C
clan	4,800	—	—	Captain
...	03	2	743	Liect.-C
...	350	6	6,300	Comm.
...	84	2	240	Liect.-C
...	84	2	240	Liect.-C
...	84	2	240	Liect.-C
...	150	6	6,500	Comm.
...	4,350	6	—	Comm.
...	150	3	800	Liect.-C
...	310	6	900	Liect.-C
...	355	6	6,300	Liect.-C
...	620	4	450	Liect.-C
...	350	6	5,900	Liect.-C
...	195	3	500	Liect.-C
...	150	2	150	Liect.-C
...	150	2	150	Liect.-C

		December 20, 1917, SAT.					
	Vladivostok	5 a.m.	32.16	3	54		b
	Nimuro	5 a.m.	19.65			SSW	b
	Hokodate	"	19.83			VNW	b
	Tsiko	"	30.03			SW	1
	Kichii	"	30.09			SW	1
	Nagasaki	"	30.99			E	1
	Koshikawa	"	30.08				1
	Ohshima	"	30.00			S	1
	Naha	"	30.00			S	1
	Isakajima	"	30.03			S	1
	Bijin Is.	"	32.12			S	1
	Osaka	5 a.m.					
	Welshwal	9 a.m.	0.40	3	67	NW	6
	Hankow	2 a.m.					
	Kankang	"					
	Singapore	9 a.m.	30.26	46	92	N	2
	Gotland	"	10.27	46	100	N	0
	Sharp Peak	"	32.15	60	91	NE	1
	A noj	5 a.m.	27.97	63	77	NE	3
	Sator	"	30.00	60	100		0
	Taiho	5 a.m.	30.03				0
	Tulcha	"	30.03				0
	Tihan	"	30.04				0
	Kashu	"	30.03				0
	P. Canada	"					
	Canlon	2 a.m.	30.10	50	88	N	1
	Uts. S. S. S.	10 a.m.	31.05	68	81	W	1
	Sharp Peak	"				W	1
	Gap Rock	"	32.05			W	1
	Macao	"	32.05			NE	1
	Wach	9 a.m.	30.17	59		NE	1
	Hukon	"				NE	1
	P. skul	"				NE	1
	Philer	1 a.m.	30.06	54		ENE	1
	Tsuro	"	30.00	70		NW	1
	C. St. James	"	29.9	71		W	1
	Azumi	6 a.m.	29.67	66		S	0
	Molla	10 a.m.	29.56	79		W	1
	Luzon	8 a.m.	30.93	77		W	1
	Bicolad	9 a.m.				NE	1
	Hilo	"	21.91	70		NE	1
	Cebu	"	21.95	86		N	1
	Labuan	"	29.90	81			

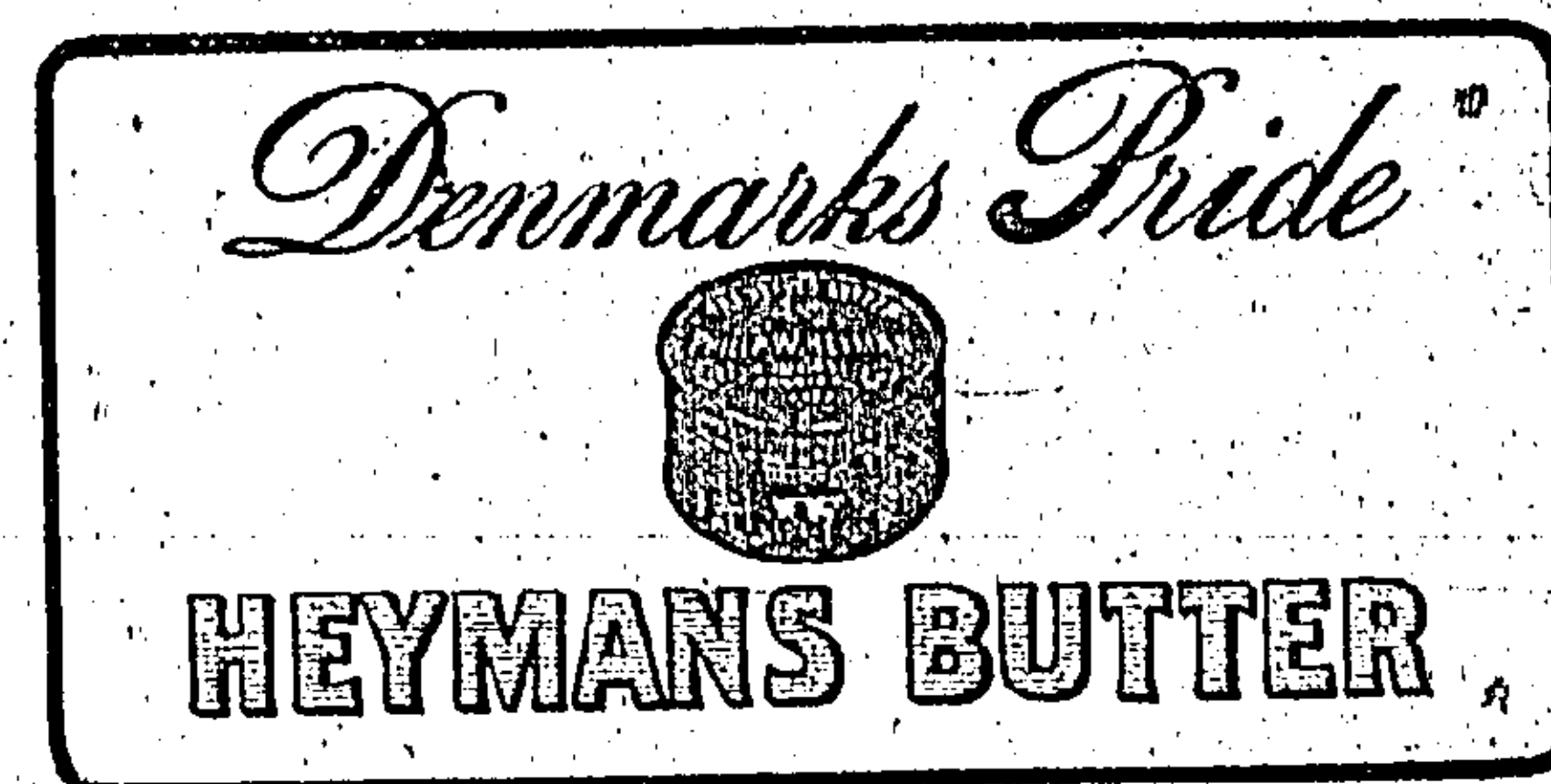
CAPTAIN.	LAST REPORTED.
Commander P. H. Noble	Hongkong
Commander B. R. Kiddle	Hongkong
Commander B. G. Westington	Shanghai
Commander E. H. Donevau	Shanghai
Commander H. Lynds	Shanghai
Commander J. Smith	Hongkong
Commander H. R. Venie	Manila
Commander C. B. Lund	Hongkong
Commander N. Nicholas	Shanghai
Commander B. J. Gay, V.C.	Hongkong
Commander H. M. Mooroe	Hongkong
Commander G. C. Heathcote	"
Franchin	"
Commander T. J. S. Lysn	Yagstze
Commander O. Learmonth	Manila en route H.
Commander A. Lowndes	Hongkong
Commander L. P. Heard	Hongkong
Commander G. P. Leith	Hongkong
Commander P. E. Hunt, D.S.O.	Singapore
Commander A. H. Woodward	Yagstze
Commander Lambie	Hongkong
Commander Cosmo, A. O. Douglas	Hongkong
Commander R. J. Bonthay	West River
Commander J. M. Barker	Yagstze
Commander J. Tittle	Hongkong
Commander C. F. Eyles	Hongkong
Commander R. J. Buchanan	Yagstze
Commander M. B. Bullib Hamilton	Shanghai
Commander C. E. Land	Hongkong
Commander R. L. Hancock	Manila
Commander G. H. Harford	Hongkong
Commander M. H. Wilding	Yagstze
Commander B. R. Brooks	Yagstze
Commander G. F. A. Mulick	Yagstze

SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,000,000	\$2,029,310	£1 for first half year ending 30.6.10 @ ex 1/4 = \$12.45	5 %	\$85 sales \$66/
National Bank of China, Limited	99,945	£7	£6	£4,000 \$10,000	\$30,552	\$2 (London 3/6) for 1909	...	\$80 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 \$100,000	none	\$15 for 1909	2 1/2 %	\$185
North China Insurance Company, Limited	10,000	£15	£5	£1,000,000 £100,000	Tls. 205,719	Final div. of 7 1/2 % for '09 making 15 % in all	5 %	Tls. 125 sellers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$100,000	\$87,984	Final of \$20 per share, making in all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909	...	\$171
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$100,000	\$77,637	\$12 for year ending 31.12.03 and interim of \$3 on account of 1909	1 1/2 %	\$190
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$25	\$1,000,000 \$100,000	\$4,840	\$6 and bonus \$2 for 1908	7 %	\$116 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$100,000	\$4,618	\$17 for 1908	8 %	\$165
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$250,000 \$250,000	\$3,777	5 % for 1906	...	\$8
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$500,000 \$500,000	Nil.	2 1/2 % for year ending 30.6.1908	...	\$20 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000 \$120,000	\$24,706	Dividend of \$1 1/2 for 30.6.10	8 1/2 %	\$30
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£1,000,000 £100,000	£5,161	3 1/2 % on Preference shares only for 1906	...	\$56 sellers
Do. Do. (Deferred)	60,000	£5	£5	£1,000,000 £100,000	£7,000	Final div. of 2 1/2 per cent. for 1906 & interim div. of 1 1/2 per cent. for 1907	5 %	£0 sales
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	£1,000,000 £100,000	£7,000	A dividend of 7 1/2 % for 31. ending 30.6. 1910 & bonus of 5 %	6 %	\$23
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$100,000 \$100,000	\$1,159	...	...	\$124
REFINERIES.								
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	\$2,000,000 \$200,000	\$8,000	\$5 for half year ending 30.6. 1910	6 %	\$124
Luen Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000 \$70,000	\$11,892	\$3 for 1897	...	\$12 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£1,000,000 £100,000	£1,435	Final div. of 1 1/2 % for the year 1910 making 15 % (coupon No. 15)	9 %	Tls. 15 sellers
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year	...	Pa. 10
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£1,500,000 £150,000	none	\$5 per share 13th dividend	5 %	\$4 sellers
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	none	none	Final of Gold \$0.65 for 1909 to all G	...	\$5
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000 \$45,000	\$8,460	\$1.75 for year ending 31.12.10	...	\$50 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$3,300,000 \$330,000	\$264,847	\$2 1/2 for 1909	4 1/2 %	\$53
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000 \$250,000	\$11,711	3 1/2 % for half year ended 30.6.10	...	Tls. 6 1/2
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	Tls. 5,570,000 Tls. 557,000	Tls. 2,400	Final of Tls. 3 1/2 making Tls. 6 in all for year 30.4.1910	8 %	Tls. 95
Shanghai and Hongkew Wharf Company, Limited	25,000	Tls. 100	Tls. 100	Tls. 2,500,000 Tls. 250,000	9,122	Interim of Tls. 3 for 1910	7 %	Tls. 95
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000 Tls. 250,000	Tls. 4,314	Tls. 6 for year ending 30.6.10	5 1/2 %	Tls. 97 sellers
Central Stores, Limited	50,123	\$15	\$15	\$751,845 \$75,184	\$1,477	8 1/2 % for 1909	8 %	\$124 sellers
Hongkong Hotel Company, Limited	10,000	\$10	\$10	\$1,000,000 \$100,000	\$2,000	\$5 on old shares \$15 on new shares for half year ending 30.6.10	6 %	\$971 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 \$500,000	\$1,471	Interim of \$3 1/2 for 1910	7 %	\$65 sellers
Hampshire Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$150,000	\$3,850	45 cents for 1909	6 %	\$6
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$30,000	none	\$2 1/2 for 1909	8 %	\$33
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,900,000 Tls. 390,000	Tls. 6,169	Interim of Tls. 3 for 1910	6 1/2 %	Tls. 205 sellers
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 \$62,500	1,093	Interim of \$1.80 for 1910	8 1/2 %	\$39
COTTON MILLS.								
Kwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 100,000	Tls. 20,921	Tls. 11 for year ending 31.12.09	8 1/2 %	Tls. 85
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 \$125,000	\$9,552	50 cents for year ending 31.7.08	...	\$48
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 Tls. 75,000	Tls. 8,373	Tls. 7 1/2 for year ending 30.9.09	10 %	Tls. 50
Luen-tung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 Tls. 80,000	Tls. 4,839	Tls. 6 for 1909	10 %	Tls. 48
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000 Tls. 20,000	Tls. 11,173	Tls. 3 1/2 for 1909	17 %	Tls. 24 1/2
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,000,000 \$100,000	\$548	15 % per share for 1909	6 1/2 %	38 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$72,000	\$50,242	60 cents for 1909	...	598 sellers
China Light and Power Company, Limited	50,000	\$5	\$5	\$500,000 \$50,000	\$2,600	60 cents for year ended 28.2.06	10 %	95 cents buyers
Do. Do. (Special shares)	50,000	\$5	\$5	\$500,000 \$50,000	\$2,600	80 cents for 1909	10 %	\$72 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000 \$125,000	\$1,890	\$1.20 for year ending 31.7.09	7 %	\$172
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$300,000 \$30,000	\$4,100	Interim of 15 cents per share for 1910	10 %	\$34
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$400,000	\$6,700	14 per cent. viz. \$1.40 for 1909	12 1/2 %	\$12 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000 \$12,000	\$12,798	A dividend of \$1.20 per share and a bonus of 10 cents per sh. for year end 28.2.10	6 %	\$30
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000 \$60,000	\$12,652	Interim of \$1 per share for 1910	...	\$125
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$12,500	\$9,170	Interim of \$1 per share for 1910	...	\$18 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$60,000	Tls. 116,682	Interim of \$1 per share for 1910	5 %	Tls. 105
Maatschappij van Mijl, Bosch- en Landbouwverplaat in Langkat, Limited	25,000	G. \$10	G. \$10	Tls. 6,924	Tls. 116,682	all Tls. 27 1/2 for 1910	5 1/2 %	\$13 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000 \$25,000	\$1,014	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10	5 %	\$18 sellers
Peak Tramway Company (new)	50,000	\$10	\$10	\$500,000 \$50,000	Pa. 18,640	None	...	Tls. 105
Phillips Company, Limited	75,000	\$10	\$10	\$750,000 \$75,000	Tls. 2,820	No dividend this year	...	\$36 sellers
Shanghai-Sumat & Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000 Tls. 60,000	Tls. 5,150	First year	...	\$80 Hongkong currency
Societe des Pulpes et Papeteries du Tonkin	13,200	50 Halphong shares	55 Halphong shares	none	none	None	...	\$25
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000 \$15,000	\$31,096	None	...	\$24 sales
Steam Laundry Company, Limited	20,000	\$25	\$25	\$500,000 \$50,000	\$17,86	10 % for year ending 31st May 1910	8 %	\$61
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000 \$50,000	\$11,956	60 cents for year ending 31.12.09	5 %	\$14 sellers
United Asbestos Orientals Agency, Limited	20,000	\$10	\$10	\$200,000 \$20,000	\$1,441	15 % per ordinary sh. for year ended 31.5.10	5 %	\$3 sellers
Watkins Limited	10,000	\$10	\$10	\$100,000 \$10,000	\$1,441	35 cents for 1909	...	\$6
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$90,000	\$1,441	5 % for 1909	...	\$14
William Powell, Limited	15,000	\$7	\$7	\$105,000 \$10,500	\$1,441	None	...	\$14

Intimations



SIEMSEN & CO., Sole Agents.

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LIFE WITHOUT HEALTH IS LIVING DEATH. VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. Sleeplessness, palpitation, defective circulation, nervous dyspepsia, the or neurasthenia, low spirits, mental and bodily prostration, want of confidence, general debility, premature decay or deficiency of the vital forces, loss of vitality, harassing dreams, restlessness that can settle to nothing, irritability of temper, female complaints, hysterical spasms, bearing down sensations, wasting diseases, consumption, night sweats, muddy, high-colored water, &c., are all so many different phases of brain and nerve wreckage and exhaustion, the cause of by far the greater can only be successfully combated by the use of this wonderful and highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, restores the falling energies, and imparts new life and vigour to those who had so recently seemed played out, used up and valueless. Bottles Price 2s. 6d.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE. VETARZO BLOOD MEDICINE

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